

The purpose of this amendment to NSF Request for Proposals No. OPP-00007 is to answer all questions received from interested parties prior to June 6, 2000, make a correction, and revise the solicitation. Accordingly, the solicitation is hereby amended as follows:

1. Following are responses to all questions received from interested parties prior to June 6, 2000.

Q1. Can essential crew be transported aboard the Military fixed wing during initial mobilization of the helicopters?

A1. Insofar as deployment of personnel to Christchurch, New Zealand is concerned, offerors should not rely upon the availability of passenger seating aboard Air Mobility Command aircraft in pricing their proposals. The Government will provide round trip transportation, at no cost to the Contractor, for its personnel between Christchurch, New Zealand and McMurdo Station, Antarctica.

Q2. If a pilot will be qualified in both types of aircraft ..., does the OAS administer an evaluation ride in each type?

A2. Yes.

Q3. Other than the Main Rotor blade paint scheme, is their [sic] any other requirement for aircraft paint scheme (such as fuselage)?

A3. In Section C4, *Equipment Requirements*, add the following designated as C4.2.36.

C4.2.36 A minimum of 30% of the helicopter shall be painted in a highly visible color which is contrasting to the Antarctic typical brown/gray terrain.

Q4. Is closed circuit refueling capability no longer a requirement?

A4. Closed circuit refueling capability is not required on the helicopters.

Q5. Page 15, item C1.1.4 states ‘One BH-212 will be manned 24 hours per day, 7 days per week to support the joint USAP and Ant-NZ Search and Rescue team.’ However there is no mention of crew requirements (one or two pilots). Please clarify.

A5. Dual piloted aircraft will not be necessary on a regular basis.

Q6. Per CLIN 001.1.2 and CLIN 002.1.2, the minimum pilot staffing is 1.5 pilots per aircraft (6 pilot’s total). In addition to daylight VFR availability of 4 aircraft, the RFP requires one 212 for 24 hour SAR coverage and two pilots for external load operations. Obviously 6 pilots cannot cover all the mission profiles within the constraints of the FAR’s. Please offer some clarification regarding manning levels.

A6. The questioner’s statement that ... *the RFP requires ... two pilot for external load operations ...* is partially inaccurate. Section C2.3.9, titled *BH-212 External Load (Long-Line, Vertical Reference) Operations*, states:

During vertical reference operations, the crew shall consist of two pilots that are qualified as PIC in make and model, or the aircraft shall be FAA approval [sic] for single pilot left crew seat operations.

There are no additional crew requirements with respect to external load operations. Nonetheless, NSF recognizes that crew duty limitations effect aircraft scheduling, and considers personnel availability in its scheduling activities.

2. In Section C2.3.9, *BH-212 External Load (Long-Line, Vertical Reference) Operations*, delete the word *approval*, and substitute the word *approved*.

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